

# Aviation News

RAWHILL PUBLISHING COMPANY, INC.

Sept. 23, 1960



**First Jet Take-off From Carrier:** The McDonnell XFD-1 Phantom, the Navy's first all-jet plane, shown taking off from the flight deck of the carrier Franklin D. Roosevelt. The twin-jet Phantom is the first jet plane to take-off from and land on the deck of a U. S. carrier. See story on page 11. (U. S. Navy photo.)

## Non-Sched Clamor Has CAB Pondering New Hearings

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Group seeks airline seniority rights; conflict with ALPA seen.....Page 27

# Honeywell has Wings



In this generation the world and Minneapolis-Honeywell, too, required wings. A new frontier opened. To Honeywell it brought the challenge to extend in a new dimension its 62 years' experience in automatic control.

Before the war Honeywell was taking up this challenge. We saw where Minneapolis-Honeywell controls could serve in the Age of Flight, just as they brought comfort, safety and economy to the home and industry when all of us were still earth-bound.

Minneapolis-Honeywell Control systems have become established in the air. The needs of the Air Forces in wartime accelerated our research and advanced our Aeronautical program by many years, over the pace it might have taken in its normal growth.

The business of Honeywell in automatic control. The air is but a new territory into which our efforts have expanded and in which our competence has been demonstrated.

The Honeywell Electronic Autopilot and Electronic Turbo-Supercharger Control are standard with the AAF where precision and reliability are demanded. These, together with the Honeywell Electronics Fuel Gauges and Temperature and Pressurizing Control systems have also won acceptance in the transport field. Many more control systems are under development.

Airtravel tomorrow will be even more dependent upon automatic control. That is a promise Honeywell has given since 1942. We welcome the challenge that aviation's need presents to the Honeywell organization. We like our wings. They are a part of Honeywell and will be a continuing factor in its future.

HOWARD W. SENNETT, President.

**Honeywell**  
AERONAUTICAL DIVISION

CREATIVE ENGINEERING

WHEREVER YOU FLY, YOU'LL FIND HONEYWELL AIR ELECTRONIC AUTOPILOT EQUIPMENT ON BOARD.



THE AVIATION NEWS

## Washington Observer



**RESEARCH ENTHUSIASM DIMS**—There is dimming the wartime enthusiasm of the importance of research. Prospects of Congress authorizing a National Research Foundation before adjournment was blocked out when the House Committee on Foreign Commerce voted to gaggle-hole the Mills-Baudouph bill. However, Senator Magnuson and Kilgore continue to exert pressure on the House committee to act on their bill, the Senate version of the Mills-Baudouph proposal.

**BUYING GLIDERS FOR CRATES**—Interest is mounting at great speed in War Assets Administration's proposal to sell off 1,000 Waco CG-4A cargo gliders which can never be converted. The wicker skeins in the tremendous amount of high grade lumber in the boats. Each glider, prepared for repeat deployment, is in five wood crates. Price per glider \$75. Sales start Aug. 15 for primary purchasers. Public will be permitted to buy gliders beginning Sept. 3.

**BREWSTER IS DIFFICULT**—Sen. Brewster maintained his opposition to being "difficult" last week by blocking Senate action on legislation which would have corrected a technical flaw in the 1945 Airport Act in time to permit construction of large class four and class five airports during the current fiscal year. Brewster's objection prevented passage of the House-approved measure by unanimous consent. Sen. McClellan, the author, will continue pushing for Senate passage before adjournment.

**CONNIE RENAISSANCE**—Despite the feeling in high Government circles that the Constellation might be grounded for as long as two or three months, as proposed in this issue, visitor opinion is that the big ship will be flying within 30 days after the close of the Rabinow hearing. Some modifications will be ordered after the proceeding, and the ship then must be "proved" for 100 flying hours after the modifications.

**GCA TO THE FORE**—Look for a "break" in the current impasse as the radar Ground Control Approach landing system. GCA, while nominally giving GCA through one or two radars, is going ahead with installation of its own radio microwave landing system. Now one of the major airlines is planning to obtain its own GCA equipment and put it in service on a test basis. The firm's price, most of which have and GCA, are enthusiastic about the development.

**BAILEY'S FUTURE ON TRANSPORT**—Defeat of the venerable Burris Wheeler in Missouri's Democratic primary leaves Josiah Bailey of North Carolina as top candidate for chairman of the powerful Committee on Interstate & Foreign Commerce which would be established in the next Congress under the Senate-approved Congressional reorganization bill. Wheeler, a staunch opponent of monopoly "integration," would have headed the committee which would have jurisdiction over all transportation and communications matters, now divided between the existing Senate Interstate Commerce Committee (domestic surface carriers) now under Wheeler, and Senate Commerce Committee (airline, seafarers and merchant marine) headed by Bailey. On the transportation side, Bailey has voted toward the transportation company position but later endorsed the Administration's demand for regulated competition.

**NO ROCKET DEFENSE**—Although far ahead in experimentation with guided missile, Army's Ordnance Department finally admits it has found no defense for them and doesn't know how one could be devised. However, it has Continuous Institute of Technology working on the problem.

**ATOMIC PLANE**—AAI's announcement last week that Fairchild Engine and Airplane Corp. will be the primary contractor in a project seeking to utilize atomic energy for aircraft propulsion was forced by premature disclosure of a secret known within the industry for some time. Leaked sources do not expect results for a long, long time. For instance, a similar project for stationary power plants will not reach the "advanced" stage of construction for another two years. To expect the aircraft project at the moment looks impossible, but they are not discounting eventual success. Most probable outcome will be an atomic-powered piloted missile, as in shielding material light enough for aviation use has yet been found to protect human against radiation.

**TRANSPORT MERGER**—Absorption of Naval Air Transport Service by the Air Transport Command may be announced shortly. ATC flight crews say that the expansion of air terminal facilities at Fairchild Army Air Base near Sacramento, Calif., and the recent continuation of all ATC West Coast-Orbit operations there are indications of an early merger. They believe that the cause of NATS operational personnel will be sealed in the combined operation. Final plans for the move already have been discussed in Washington.



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## News Digest

### DOMESTIC

Gen. H. H. Arnold told the Los Angeles press conference that the future of military aviation lies in electric aircraft.

German V-2 rocket launched at White Sands Proving Grounds blew up in the air at an altitude of five miles.

Fond de la for the Richard L. Loring Memorial Foundation will be held Sept. 12-13 according to Creel Elmer, president of Northwest Airlines and national chairman of the campaign.

### FINANCIAL

Aviation Corp. announced net income for six months ending May 31, 1946 of \$12,327,212 after all charges including Federal taxes. This includes extraordinary gains of \$12,720,000 than the sale of 21,000 shares of American Airlines Inc.

Pan-American Airways announced gross revenues of \$21,360,000 for the first six months of 1946 against \$17,800,000 in 1945.

Consolidated Vultee declared a dividend of 50 cents a common share for the three month period ending May 31, 1946.

Air Express International Agency registered 130,000 shares of its 40 cent par value common stock with the SEC for public offering at \$6 a share.

Western Airlines reported a loss of roughly \$750,000 for the first half of 1946, compared with a net profit of \$100,000 for the six months ending June 30, 1945.

### FOREIGN

Gen. Britain will show her new planes at an exhibit in September organized by the Society of British Aircraft Constructors at the British-American Airplane, Radlett, Hertfordshire.

TWA has negotiated general agency agreements with six foreign air transport companies for mutual representation. They are Australian National Airways Ltd., Rangoon Airlines, MBBR Airway, Egypt, Swiss Airline, Spain, Swissair and TATA Airlines of India.

Latin American Transport now used by Trans Canada has been given commercial purchase increased by the Department of Transport, Ottawa.

Expresso Aero is acquiring a 51 per cent interest in Compania Cubana de Aviacion from Pan American Airways.

## Industry Observer

Stunt money has been charged as the AAP urged test centers in Maine, Calif. and several attempts to break the world speed record (600 mph by Gianni Maserati) with the Lockheed Flying Star (P-61) failed. AAP's next bid to crack the record is the Republic Thunderjet (P-47).

Meanwhile the British are making another Meirle IV with 2 stepped up Daimler engines for an attempt to set 30 miles to the passover record in early August. British experts consider Deltaville's Vampire powered by a single Goshen jet engine to be considerably faster than the new Meirle.

An Antonov aircraft will be used in extensive prospecting operations in the Cossack region, distant of the Pacific Northwest this fall.

Spent aircraft during the war have forced doubling of the British Thompson Trophy course at the Cleveland National air meet. Original course was a 15 mile triangle which the technical committee of NASA decided short, tight and fast dangerous for the high speed fighters and jet planes competing that year.

Longhush observes an unusual air transport liaison both TWA and BOAC made a good chance of evolution from Italy since the British have accumulated sufficient facilities and technical knowledge from past operations with both foreign companies. Italy can always negotiate with the right to purchase the foreign capacity because at the present time companies as well as their monopoly cost they now have to contract foreign management and form a airline.

Boeing is going to develop 30 to 60 passenger long range transport to create an air mail as soon as A. S. Yudkin, director of the YAK warplane division is participating in design.

Boeing Aircraft Co. supplement to the spending also dropping to a low of 8,672 in June. An estimated 1,000 employees will return to the payroll during the next three months.

Grace will operate its own air line with BOAC advised. Main base will be at Athens.

For Eastern Air Transport Co., of Manila, has been granted a permit by the Philippines government to operate a non-scheduled service between Manila and the United States, Shanghai and Buenos Aires recently buying 18 surplus C-47s and two C-54s.

Making the first commercial non-stop flight between Peru and New York, a Varig Lockheed YS-4A of Trans New Orleans-Transocean Air Lines completed the non-stop leg in 26 hours. Landing Callao, capital for Peru, on 9:05 A.M. and over the credit landed at LaGuardia, New York Terminal at 11:31 A.M. the next day. The 1,000 add as figure was the second leg of the company's first survey flight looking for opportunities between the east coast of the United States and Peru. The craft carried a small passenger list made up of company officials and a crew of six.

The University of Michigan is working on development of anti-V-2 weapons for the Joint Chiefs of Staff.

Aircraft distribution report that Montgomery, Ward & Co. officials have decided to discontinue all aviation supply sales and such items will be removed from the new issue of the company's catalog.

Documentation of credit standings of newly established fixed base operators and other existing air companies throughout the country represent a problem for the major aircraft supplier and distributor, since little information is available. Distributor associations are exchanging all available data, but cannot depend on it, since many firms in Dux and Bremont, which sometimes obtain these latest reports merely by telephone conversations with officers of the general distributed firms. Suppliers also point out that while some new companies are established by individuals with impressive financial resources, these individuals are responsible for debts only to the extent of their backing in the new enterprise. Some suppliers have overcome this problem by abstaining from such new ventures their personal agreement to meet any unpaid debts of the new company.

## Non-Scheduled Clamor Stirs CAB to Ponder New Hearings

Board under new chairman on verge of further examination of problem in Fall to permit more presentations by new operators; comment deadline now Sept. 1.

By MERLIN MICHEL

Surrounded by clamor from the highly sensitive non-scheduled air transport industry, the Civil Aeronautics Board—led by the chairman of the board in a series of meetings further hearings this Fall to re-examine the non-scheduled picture. Uncertified carriers who are warned from the Board's new definition of non-scheduled carriers and proposals to amend Economic Regulation 383.1 (tightened restrictions on such operators) may be given a chance to present evidence that could not be offered at earlier hearings because many of them were not then in existence.

Board Chairman James M. Landis is concerned with an industry that had grown from comparative infancy at the time of hearings in the non-scheduled investigation early last year into one of the major question marks in aviation. Evidence of the Board's intent came in the classified disclosure to be followed later by official announcement—that it was contemplating, probably until Sept. 1, deadline for comment on the proposed amendment No. 3 to 383.1 (Aviation News, June 29).

The carriers were notified of the postponement in response to a resolution adopted a few days earlier at a meeting attended by representatives of the National Aerospace Association, Aircraft Industries Association, Armed Forces Training Society, National Aviation Trades Association, and the various bureaus of the Dept. of Commerce.

An extension of 60 days was asked because the July 22 deadline previously set, left the office of CAB Chairman James M. Landis complained that this would void the date of further hearings too far in the future.

Meeting in Month—It appears that the hearing will start about a

position where they could not manage their present operations legally without a certificate of convenience and necessity.

The situation confronting James M. Landis, who took office as CAB chairman June 18, a few days after the Board announced the proposed restrictions, was faced with confusion. Through Civil Aeronautics Administration regional offices, the Board was sending forms to the carriers to fill them in their registration. Date for registration was July 18, but due to a lack of quantified information, three months were required. Accordingly, three months identified that this also would be postponed, probably to Aug. 15. A Board spokesman said considerably latitude would be accorded the operators in meeting the deadline.

One comment at the Board was that there was too much pressure from Congress, the public and the industry to permit delay. Most communications from Capitol Hill, however, were based on the understanding that the original date of July 18 was to take effect July 28, date on which comment was due. The operators complained that the hurried change would drive them out of business by establishing a low ceiling on flight frequencies and putting them in a

The company continued, meanwhile, to argue the proposed restrictions. In Georgia, Robert Kelly, director of the Institute of Air Transportation, declared that proposed CAB regulation of non-scheduled, charter and fixed base



### Power to stop a "Shooting Star"

When Lockheed's superfast jet-powered P-80 Shooting Star "whoozes" in for a lightning landing, Goodyear's Self Adjusting Single Disc Brake takes over the task of bringing it to a safe, quick, velvet-smooth stop. The great brake is being specified on many of the newest postwar aircraft because it affords greater landing power with less weight—because of greater recuperation—because it is also

plus-in-service. A unique, self-compensating mechanism keeps brake automatically adjusted at all times. Landing takes only five seconds. Approved by the CAB for all types from light planes to transports. Specify it on your new models, along with Goodyear tires. Goodyear Engineering and Products. For engineering data write Goodyear, Aviation Products Division, Akron 16, Ohio or Los Angeles 44, California.

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AVIATION  
PRODUCTS



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than on any other kind

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### BOMBERS FROM BRITAIN:

Wearing a Mitchell Field, Long Island, these Lancaster bombers are part of the Royal Air Force Bomber Command's Squadrons. All which are starting on a nation-wide tour after flying the Atlantic from its home station in England. Squadron 21, led on this tour by 21-year-old Wing Commander A. J. L. Clegg, is one of the RAF's most famous units, dating from World War I, and having more aces in all major engagements since 1918. The Lancaster was the backbone of the RAF's long-range bombing force during the war. It is powered by four 2,000-hp Merlin engines (Martin & Kalscheit photo).



## Littlejohn Succeeds Gregory as WAA Chief

Gen. Gen. Robert M. Littlejohn last week succeeded Lt. Gen. E. B. Gregory as head of War Audit Administration and while no major changes in organization or personnel are expected, some personnel changes—chiefly in the Administrator's personal staff—may be in the offing.

While it is understood that Gen. Gregory did not personally select Gen. Littlejohn as his successor, he approves of the choice. Littlejohn, like Gregory, has been a quartermaster officer, serving Gen. Eisenhower during World War II as chief quartermaster of the European Theater of Operations.

An Army spokesman down the wire—the fourth surplus property director in slightly more than a year—WAA took up the review.

From bids for the scrapping of 31,000 combat aircraft originally costing \$3,084,866,690. This will likely close out WAA's stock of combat aircraft.

A total of \$481 aircraft-type planes sold since March 25 (date WAA was created), including 3,596 bombers, 271 transports and 178 fighters and other types. About 8,800 planes remain to be sold.

Contributions to WAA agents, aircraft components and parts worth originally costing more than \$49,968,690.

### Marin Profit \$901,878

Glenn L. Martin Co. reported a backlog of \$175,000,000 in military aerospace orders for 1945 and a net profit of \$400,078 after all charges for 1945. Gross sales during 1945 were \$10,487,135. The backlog includes orders for 300 twin-engine transports.



### JATO BOOSTS MARSH TAKOFF:

Using 12 JATO rocket units in relay, Martin Phillips Marz leaps off water at Alameda, Calif., in about 45 percent of time usually required. Large cargo transport tipped rocket at 70 gross tons for test. (Press Association photo)

### Wright Asks Action

CAA Administrator T. P. Wright last week asked CAA to review the circumstances surrounding the March 21 fatal collision, in which 10 persons were involved in the accident at Bingham, Pa. Notice of the complaint was served on Lockheed and the various sections that had been using the planes. They have 10 days in which to submit a defense. Wright also requested which aircraft the Board will set hearing date, pending which CAA may extend the existing 30-day suspension another 30 days. CAA explained the action was a formal inquiry required by the emergency suspension pending CAA hearing, and added that it did not preclude certification of an improved model or eventual reinstatement of the old certificate. CAA was to submit a list of aircraft to be examined and the findings by the end of the week.

### Pogue Heads NAA At Omaha Meeting

L. Welch Pogue, former chairman of the National Aerospace Association, following that organization's first postwar annual convention in Omaha, Pogue succeeds William B. Doherty, who has been chairman of the board of directors.

Other directors elected were: Stanley Draper, Oklahoma City; Duane Darr, Boston, Mass.; T. B. Doherty, Tulsa, Okla.; Robert Walker, Lubbock, Tex.; Harry Coffey, Portland, Ore.

This still leaves a number of vacancies on the board, to be filled, presumably, by election of at least some representatives from associate organizations.

### Tigers Buy 202

National Airways Freight Corp. (First Tiger Line) is concluding negotiations to purchase 20 cargo versions of the Martin 202 from the Glenn L. Martin Co., Baltimore. That is the largest order to date for the cargo 202.

### Five Coat Mail

Senate Post Office & Post Roads Committee last week reported out legislation reducing first class airmail postage from eight cents an ounce to five cents. The measure has already been approved by the House.

Bankers Trust Co., New York, treasurer, Mrs. Jessie H. Bokslit, secretary.

In one phase of replacement of existing aircraft, Lowell H. Sevenstar, who has been NAA manager of the Model 747 Committee, was elected executive vice-president. His functions will largely be what they have been in the past.

In shifts in NAA directorate, vice-president test-up, Lt. Col. L. L. Ladd, Jr., of the 44th Test Sqdn., Wright Field, New York City, as well as airports, while Gittel takes over private flying. Formerly under William B. Stout, Triplex Division, president of the Air Power League, succeeded Richard Palmer as wop for air defense.

The election of Pogue, who is now an attorney in Washington, D. C., had been widely predicted before the convention. He had previously sacrificed his willingness to serve as director of the CAA, C. C. Crowder, and Doherty as significant as it is conceivable a pilot has been named in NAA to bring into the organization as a policy-making body leading representatives of interests both as end and out of aviation.

Other objectives of that plan were the election to the board of William Anderson, president of the National Association of State Aviation Officials; Gene Devens, president of Aviation Writers Association; Henry Pfeiffer, a founder of the Independent Airplane Association; and a leading non-credentialed operator.

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## Navy's Twin-Jet *Phantom* Fighter Scores Success in Carrier Test

McDonnell XFD-1 performance on *Fredric D. Roosevelt* seen as damper on future development of conventional-powered carrier fighters.

First demonstration of the ability of an American Navy twin-jet-powered fighter to operate from a carrier at sea, last week served several purposes for the McDonnell XFD-1. Phantom may probably put a final damper on further development of conventional-powered navy carrier fighters.

Demonstrated clearly were two expected points of jet-powered fighter superiority: much higher speeds and rapid warpage. (Takeoffs were made two minutes after engine started.) The XFD-1 also clearly showed its potential good stability at relatively low speeds, that it could take a "waveoff" in its stride, and that it could become airborne in runs of less than 990 ft. However, the McDonnell XFD-1 Phantom, powered by two Westinghouse 18,000-spool-turbine engines, made five successful takeoffs and landings aboard the giant 60,000-ton carrier *Fredric D. Roosevelt* 23 miles off one of the Virginia Capes.

The XFD-1 consistently was airborne after runs of less than 990 ft., less than 40 percent of the available flight deck. The takeoffs were made with the FDR running at 26 knots and a 15 knot wind. Lt. Cdr. James Dillenbeck was the test pilot.

It was disclosed that the Navy Bureau of Aeronautics piloted research section, headed by Capt. C. A. Macmillan, also has a number of other turbo-jet fighters under development, including the McDonnell XFD-1, powered by considerably larger engines. More than a dozen new planes, both Army and Navy, are now under development, which Westinghouse designed auxiliary turbo-jet engines, including a new and more powerful engine now being tested.

**4 Planes for Two Groups.** While only the XFD-1 prototype is presently flying, orders for two groups of Phantoms (approximately 50 planes) are now in process of construction at the St. Louis plant, with first delivery scheduled early this fall. They will be powered with推进式 engines, Westinghouse 19-B engines, developing about 1300 hp thrust.

Only about 1200 hp thrust from

### Phantom Details

Specifications and limited data on performance were disclosed by the Navy for the McDonnell XFD-1 Phantom, on the occasion of its first flight. The aircraft is a two-seat fighter with a maximum speed of 600 mph at 35,000 ft. (maximum altitude about 45,000 ft.) and a service ceiling of 45,000 ft. (maximum altitude about 50,000 ft.)

Top speed ...	well over 500 mph
Range ...	(with one engine)
Alt. (jet) ...	45,000 ft.
Cruise ...	35,000 ft.
Full wingspan ...	46 ft.
Span (wings folded) ...	16 ft.
Length ...	37 ft. 2 1/2 in.
Height ...	13 ft. 2 in.
Max. standard weight, slight	by the time 100,000 ft.

jet engines with the latter showing extremely high maximum speed at altitude, neither was progressed far enough to keep the turbine temperatures within acceptable limits, although the engine was capable of operating up to 1300 hp. Turbine was planned to a final design or further development of conventional-powered navy carrier fighters.

The plane flew at a weight of 30000 lbs., with fuel replaced after each flight to maintain as near constant weight as possible. Aviation gasoline was used to eliminate need for a special supply at altitude. While the high-altitude aviation gasoline which is standard carrier fuel has limited and aromatic constituents which would limit droop potential for long periods of turbo-jet operation, there is little difference in performance, which is, of course, an asset.

**Stability a Problem.**—The principal problem of jet-powered carrier fighter design is not one of short takeoff characteristics but a problem of stability and control at slow speeds. The Bureau of Aeronautics has performed extensive tests on the Bell P-59A Airacomet and the Lockheed P-80A Shooting Star and, although both are successful, target



The "Phantom" graphic illustration of the high speed of the McDonnell XFD-1 Phantom is this picture taken as it landed the flight deck of the carrier *Fredric D. Roosevelt* last week in the first take-off and landing trials of a jet plane on a U. S. carrier. (Navy photo)



#### NEW ROLE FOR MUSTANG

Developed toward the end of the war, North American Aviation, Inc.'s Twin Mustang has now joined its peers as a regular in AOPA's hangar, but as a long-range night fighter, that the streamlined radar nosecone below the center section. The only conventionally-powered fighter in its production for AOPA, the Twin Mustang has a range of 2,300 miles, a top speed of better than 412 mph, and ceiling of 45,000 ft. (DNP photo)

on his fourth approach. At an approach speed of 85 mph, the Phantom pulled up and landed, way beyond the runway, to the engine and complete the landing successfully. It began in 1944, the Phantoms design was initiated early in 1944, and the first test flight was made Jan. 28, 1948, by the late Woodward Burke, McDonnell chief test pilot, who was killed in a subsequent test flight, at Canada. W. W. Ratty, Navy XP-871 project engineer, made the first Navy test flight in July 1948. The first flight has been at Patuxent Naval Air Station since April 1948, undergoing stability, controllability, servos, and performance tests. Successful "deck" landing and takeoff tests on the simulated deck at Patuxent were completed prior to the final acceptance trials ahead the FDR.

#### Aluminum Alloy Shortage May Be Eased By New Mill

Prospect of an easing of the critical shortage of aluminum alloys 708 and 365 is brightening as the Aluminum Company of America starts work this week on its new rolling mill near Davenport, Iowa.

Shortages particularly of 708 have been felt in the production of military aircraft. Even before obtaining approval of the Clinton Production Administration for con-

struction of the Davenport plant, Alcoa had guaranteed the aircraft industry sufficient 708 for military needs.

The Mitchell Bill, proposing a two-member National Air Policy Board to formulate national air policy, military and civil, has been recommended by a subcommittee to the full Senate Interstate Commerce Committee.

The Senate bill, proposed by Sen. George W. Norris, D-Neb., and Sen. John W. Hausermann, D-Wis., would grant the Board power to regulate the aircraft industry, and to make recommendations to the President.

Sen. Norris' bill, the subcommittee pointed out that all speakers, representing a wide field of aviation interests, who testified on the measure emphatically endorsed its intent to establish a planned and aggressive post-war aviation program.

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After weighing the objection of the aircraft industry to the Mitchell bill's method of allocating 708, the subcommittee voted to put on the bill's plan for a temporary Board composed of outstanding private citizens appointed by the President. The Army Air Forces proposal for a board composed of representatives of the various branches of government dealing with aviation was rejected.

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#### More CAB Power

Congressional legislation giving the Board rule-making authority over international carriers has been introduced by Sen. Clyde Hillyer as well as his North Carolina colleague, Sen. Joseph Bailey (D-N.C.), chairman of Senate Committee on Aviation. There are no plans for action on the measure in the present Congress.

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Congressional legislation giving the Board rule-making authority over international carriers has been introduced by Sen. Clyde Hillyer as well as his North Carolina colleague, Sen. Joseph Bailey (D-N.C.), chairman of Senate Committee on Aviation. There are no plans for action on the measure in the present Congress.



**BRIAN AHERNE says:**

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As one of the original members of AOPA, I have watched its progress with great interest and satisfaction. I feel I should like to tell you how much I admire the wonderful job you are doing.

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"Congratulations and good luck to you.

**From BRIAN AHERNE,**  
**AOPA Member Pilot No. 6**

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## CAA Registration Fee Starts Early Criticism

55 cent charge held excessive by aviation organizations pointing to lower rate levy.

A \$15 charge for the registration and recondition of aircraft titles, announced by CAA, is becoming effective on Aug. 15, in managing a fleet of preliminary estimates by various aviation organizations while they examine the proposed stamp more carefully.

One of the first and most obvious objections raised is to the amount of the fee. Adm. James T. P. Wright told the representatives of Aircraft Industries Association, National Aerospace Manufacturers, Small Aircraft Owners and Pilots Association, Aerospace Training Society and United Pilots and Mechanics Association that the fee was based on the usual cost involved.

A preliminary study made with the aid of the American Automobile Association, on similar fees charged by various states for automobile recondition of title shows that the large majority of the states charge fees of from 50 cents to \$1 for essentially the same service. New license charges are estimated at \$2.00 for cars purchased outside the state and Pennsylvania charges \$5 while Maryland charges \$5 plus 2 per cent of the market value of the car.

**Aviation View**—In view of this, aviation people are asking why it

should cost CAA \$5 to perform a similar service for aircraft, particularly since all the registration and recondition of titles would be handled here at Washington without the need for too many complex interstate transfers, such as are involved in state title certificates.

While a single federal system of aircraft recondition and reissuance has obvious advantages in efficiency over a multiple state-operated system, these may not be valued high enough to offset a \$5 federal fee.

CAA has recommended to Congress that the fee be paid for the issuance of aircraft registration certificates, recondition of transfer of title, and issuance of a certificate of ownership. Where there, should reissuances and other documents cost the same as the title, an additional \$5 fee, which will cover the cost of release of such loans. For a similar service some of the states charge from 25 to 50 cents, for reissuance fees on automobiles, while some include that in their other charge, the study of state title fees indicates.

**Congress**—Chief—The CAA does not charge any fee for the license renewal which is given each year, and which is based on the value of the aircraft, for this fee. In contrast the various states charge annual license fees for the manufactured tags which they issue to automobile operators within their own borders. However the state auto license charges are actually a form of property tax on the automobile.

While the CAA is setting up its new fees as charges for administrative service rendered, and not taxes. Presently the issuance of a transfer to a plane is seen as one of the administrative processes, and as such would require a separate fee.

CAA officials have announced that the fees are being required by Congressional mandate to delay various parts of the administration to operators and owners of airplanes. James Hatchell, attorney for UPA, raised the question as to whether the fees were not a form of taxation, and whether they could be assessed by an administrative order without Congressional action.

In addition to the recondition fee, Adm. James T. P. Wright announced that a \$10 fee would be charged for the issuance of a certificate of ownership. Where there, should reissuances and other documents cost the same as the title, an additional \$5 fee, which will cover the cost of release of such loans. These fees will cover preliminary inspection and subsequent periodic inspections.

### Ancient Ohio Law May

#### Block Seaplane Traffic

A 1939 Ohio law prohibiting seaplanes with a speed of greater than 15 miles an hour on any body of water controlled by the State Conservation Department, appears a possible threat to Ohio Special participation in the growing use of seaplanes over lakes and inlets within the state. However the state auto license charges are actually a form of property tax on the automobile.

Interpreted broadly, the law would affect virtually any stream, lake or river in the state large enough to hold a seaplane.

Conference between the director of the Ohio Aviation Board, C. E. A. Brown, and Conservation Department officials have resulted in decision to appoint a joint committee to study the situation further.

### New Two-Place Plane Made by Aero Flight Corp.

A two-place lightplane prototype developed by Aero Flight Aircraft Corp., Buffalo, is reported nearing readiness for test flight at Buffalo airport. President James Kapernick, former Curtiss-Wright researcher, and his organization was incorporated in 1938 and has occupied the \$300,000 and was making factory space to manufacture planes. The first plane, he said will have a top speed of more than 125 mph and a landing speed "no greater than some of the other planes." The plane is described as having all-metal construction, with

flush riveting on exposed surfaces, retractable tricycle landing gear, bubble canopy, wing flaps, hydraulic toe brakes and auto-type instrument panel.

## Piper Operates Air Freight to Factories

Piper Aircraft Corp. has opened its own air freight service to keep supply of the more than 2,500 different parts and items needed in manufacturing plane parts flowing smoothly into the Lockhaven, Penna. plant.

Purchasing Agent Robert C. McKeon, charged with rounding up hard-to-find parts for Cessna and Super-Cessna, says that without his Cessna serial cargo service, production would probably stop at least 20 days because of shortages in some items.

Two other members of the purchasing department, Syrus C. Poldner, manager of parts of various qualities, as well as George L. Jackson, picking up small shipments of goods when they come off the assembly line. An example of their effectiveness, was a 120 lb shipment of 100,000 small screws of one size, critically needed to prevent complete shutdown of the assembly line. The shipment was brought in by Cessna plane and averaging about a shutdown due the next morning. One Piper purchasing department man, George L. Jackson, in the Chicago Stewart Warner plant is expert in delivery of finished instruments, which are one of the most critical items to obtain.

**Lightweight Metal Prop  
Manufactured by McCauley**

First announcement of the McCauley Corporation's lightweight all-metal five-blade propeller has brought hundreds of inquiries from manufacturers, plane and operators to the Cessna plant, President E. D. McCauley reports.

The aluminum propeller, which has a 40-60-40 hub, is now available for use on the following planes powered with A-55, A-55, C-115 and C-16 Continental engines: Autocar, All-American, Cessna, Commonwealth, Cub, Cessna, Fuchs, Globe, Luscombe, Piper, and Taylorcraft. Models available vary from 68 to 78 inch diameter and from 46 to 49 inches in pitch. Weight varies from 184 to 33 lbs depending on diameter.



### FOUR-PLACE HELICOPTER:

G. & A. Aircraft, Inc., Fairmont, Indiana, Wilkeson Green, Pa., is building a four-blade helicopter (shown in drawing above) which may offer interesting flying possibilities as a private aircraft. Automatic gear cabin, multi-bladed rotors, and structural combination of the tailbooms into a cross-braced, spanning fairings, make the aircraft look much more like an ordinary seaplane than do most of the other rotary-wing models.

## Plastic Roof Hangar Made for Lightplanes

Equipped with an aerodynamically designed curved roof to withstand high wind stresses, a new plastic-coated fabric-covered hangar, the U-Orb hangar, has been developed for lightplanes by the HEP Development Co., Inc. However, K. E. Cole of the hangar is now in use at Cole's airport in Amherst, N. Y. The company advises. The prefabricated structure is mounted on a steel framework and is equipped with accordion type doors, with spring wide enough to easily fit private plane.



### FOUR-BLADE PROP:

A four-blade fixed pitch propeller of small diameter is used with a 180 hp Ford Mercury V-8 engine, as a pusher drive for this Dutch-built two-place Deltag, 621, making an unusual quad place. The experimental two-tailboom aircraft has fixed tricycle gear, and one-tail down, and excellent visibility. No performance details have been released. Plans were built originally during German occupation, is the first new Dutch-built plane to fly since 1945 (AeroPress photo).



### PROCTOR FOLDS WINGS.

One feature of the four-place plowshare contraption Proctor, which may make the plane's progress over some similar American designs despite the price of \$2,500 pounds (\$15,260) (see page 16, English, in the folding wing arrangement making it adaptable to small hangars. Overall width of the plane with wings folded is less than half normal span of 39 ft 6 in. American manufacturers have granted folding wing provisions for many years in personal planes but may have to come back to wing-folding in order to compete.

## Navigation Guide

Direct-A-Plane Co., Burlington, Ind., has announced development of a new navigation guide for private flyers, which uses a hand-held electronic panel instead of the average map-plane panel. The company reports that the device will enable the pilot "to see in his fingertip" a complete set of aeronautical charts, as well as current weather, for constant unfolding and refolding before individual trips. The device also is said to be capable of determining course lines and compass bearing by manual operation of its controls. The navigation panel will be presented so that magnetic headings can be obtained with additional operation of controls. A sales program is now being developed.



WIND TUNNEL MODEL:

Wind tunnel testing for high-speed designs is expected to play a far more important role in future high-speed aircraft development than it has in the past. NASA has been asked by the CAA to make more information available to high-speed companies for improvement of existing designs. Probably an even greater factor in increased future high-speed tunnel tests will be the entrance into the high-speed field of larger companies, which have been designing for years with transonic wind tunnel tests, and planes to be developed.

—Alexander Miklosky

## Briefing For Private Flying

**POLICE SCHOOL**—Preparatory to a campaign for state police aircraft of record and law enforcement, Pennsylvania started today (July 16) a five-day air school for state police at Metropark. A day of demonstrations in how not to fly, will be included, with John W. McFarlane, state aeronautics supervisor inspector conducting the flight demonstrations. CAA speakers, and William L. Andersen, state aeronautics director, will discuss violations and enforcement requirements.

**PERSONAL PROPERTY TAX**—Orange County, Fla., (Orlando) has set a personal property tax valuation of \$120,000 on planes in Orlando and expects to collect approximately \$3,750 in taxes on the planes this year. Private planes are being assessed at about \$1,000 each and taxed at approximately \$25 each. Planes are subject to tax in Florida for the first time this year as result of a ruling by the Attorney General that planes are motor vehicles and thus subject to personal property tax.

**PROPOSES BALTIMORE BAN**—A City Council proposal in Baltimore for an ordinance banning airplanes from flying over the city, has been promptly attacked by local aviation and airport interests, on the ground it is unconstitutional, and would discourage the city's progress in aviation. But it serves as an ominous warning to all aviation interests that local governmental units may go to extraordinary lengths to curb aviation by ordinance and regulation if the same problem isn't settled promptly by the aviation people themselves. This involves, of course, two things: 1. Operates pursuant their own flyers to prevent city, unnecessary buzzing of home bags and other unsafe and noisy low-flying aircraft, and grounding any student or private pilot who permits after warning, at his own airport without warning to CAA to catch up with him. 2. A concerted effort on the part of most high-speed manufacturers to catch up with the few pioneers who have already done a good job of quieting their planes.

**VOYAGERS TO FOREST SERVICE**—A fleet of four Sikorsky Voyager 130 planes has been delivered to the U.S. Department of Agriculture for use by the U.S. Forest Service as passenger transports and utility ships. The planes will carry four persons and cruise at 125 mph. With some of the characteristics of the versatile Sikorsky Helicopster planes, it is expected the Voyagers will be used for forest patrols, and it is likely that they may be used to drop fire-fighting paratroopers, and to supply firefights by parachuting supplies.

**REDUCED FLYING SPEEDS**—Walter Johnson, Paper chart engineer, sees that a reduction in present maximum flying speed would do more to enhance utility of the personal plane than any other single item. It would make possible use of plane under adverse weather conditions, with safety. It would make possible use of smaller airports with less space needed for takeoffs and landings. Airplanes making short takeoffs would clear landing areas quickly, speeding traffic. Lane wear on landing gear will be appreciated. Possibility of damage in company landings on rough fields will be diminished. Improved ground handling characteristics, so that the personal plane may be taxied with safety at speeds up to 20 mph, a higher rate and angle of climb, are cited as other improvements in personal planes to be developed.

—Alexander Miklosky

## Monocoupe Firm Chartered For Commercial Flying

Festive revival of the Monocoupe, one of the best-performance power personal planes, which has not been manufactured since the war, is soon in a new charter, just issued by the Florida Secretary of State to Monocoupe Aeroplans Corp. of America, Orlando, Fla.

The charter authorizes the corporation to organize a commercial flying service for passengers, as freight and cargo to give varied patterns of use (SAE Journal photo).

## FINANCIAL

### Aircraft Manufacturing Shares Undervalued According to Analysts

Survey claims airline stocks overvalued in relation to estimated earnings for next year; positions are detailed.

Aircraft shares in general appear to be overvalued in relation to estimated 1966-67 earnings. The aircraft manufacturing companies, on the other hand, continue undervalued on the same basis. This is the standard conclusion of the "Value Line" analysts, who believe the service companies are undervalued.

After noting poor first quarter earnings for most of the six carriers, the "Value Line" anticipates a substantial improvement in net income for the second half of 1966.

The number of planes in domestic service is expected to be around 1,400 compared to 412 at the 1948 year-end. Seating capacity is expected to triple. Load factors show no sign of declining at the present time. Lower depreciation charges required by new aircraft are also expected to increase earnings.

**Heavy Financing**—Depreciation is taken of the heavy financing program to be assumed by the carriers. The equity dilution or issuance of senior securities subordinating existing common shares is also noted.

Considerable concern is felt for possible overextended future aircraft demands with the consequence that more planes might have been committed for their own account, to be taken off the present fleet. There is more than enough backlog for transcontinental and overseas flights. Eventually, the transoceanic service market, air travel must look profitable to the short distance traveler, if revenues are to remain satisfactory.

Airports are overcrowded and are continually moving farther from the cities they serve. Trips of 600 miles or less are simpler to take by air than by plane, the service extends, because of the added convenience of driving to and from the airports. The trend toward a broad-based of flight concentration is evident.

**TWA**—For the time being, TWA is big enough to be overvalued.

**United Airlines**—Its stock is not as appreciatively priced as most others in the industry.

**Boeing**—The company's participation in the growth of aircraft manufacturing in the future appears assured.

**Douglas**—The stock shows an exceptionally strong long-term growth trend.

**McDonnell**—Over a period of years the stock has shown pronounced growth characteristics.

**Grumman**—The undervaluation appears reduced, especially in view of the estimated net working capital of about \$190.63 per share.

**Lockheed**—Future earnings are expected to approximate those of the best war years.

**Glenn L. Martin**—The stock is greatly undervalued in relation to estimated 1966-67 earnings.

**Sperry**—Long term growth, application and yield are again mixed.

**United Aircraft**—In relation to earnings estimated for this year and next, the stock is greatly undervalued.

## New York Stock Analysis

### 1945 Corporate Earnings

In an authoritative analysis of corporate earnings, the National City Bank of New York presents an interesting compilation of historical results for 1945.

A group of 15 aircraft and parts companies for 1945 show aggregate sales of \$1,289,642,000 with a net income of \$15,360,000. Significantly, the percentage of net income to sales was only 1.2 for 1945 and 1946. This compares with the industrial average of net income of 3.9 percent for 1945 and 2.3 percent for 1946.

Dividend yields have been extremely conservative. Dividend earnings have been conservatively stated after the large extraordinary earnings in 1945. As a result of this policy, cash resources have accumulated.

Despite a sharp decline in total earnings from the wartime peak it appears likely that 1946-47 earnings will be well maintained. With the recent rise in the aircraft prices toward 1947, net earnings are expected to hold well at the level of a sharp decline in sales.

Some companies (namely Douglas and United) are benefiting from the carry-back provisions of the excess profits tax law.

The following are "Value Line" comments on specific companies:

**American Airlines**—The current price has overestimated the short-term bright future.

**Pan American Airways**—Over the long term, a consistent growth trend has been in evidence.

**TWA**—For the time being, TWA is big enough to be overvalued.

**United Airlines**—Its stock is not

## PRODUCTION

### Menasco Switches Main Effort To Gas Turbine, Jet Development

Linked with Lockheed on engine project and landing gear production; firm seeks to raise \$1,450,000.

Three years ago it began to work on gas turbine and jet engine development. Menasco Manufacturing Co. last week had additional contracts for more than \$2,000,000 (AVIATION NEWS, July 22). Menasco has more than one-fourth of its total backlog, and was seen as revering the test stage as a completed engine.

While the company during the two years had given the shield of its original role as an engine manufacturer—on the part of Lockheed a subsidy for other engine development—Lockheed is a large segment now in firmly tied to the gas turbines and jet engines and tied to the use of those engines by Lockheed.

Of more immediate interest to the company was its cash position. To raise a net of \$1,450,000, it offered stockholders warrants to buy 216,000 shares of new common stock at \$4.00 per share (a trifl off the market price). Any shares not subscribed by stockholders were to be offered to the public the week at a somewhat higher price.

**Cash Requirements**—The immediate requirement for cash was principally \$900,000 in assessed bank loans which have been standing working capital, with \$50,000 as an aside for the first installation as Menasco's wartime plant which it now wants to purchase from the Government. Any balance of the new financing will be passed into working capital.

Menasco has conceded it has no present intention of re-entering the competing engine field, in which it was active in the 50-150 hp class from its founding in 1938 until 1941. Even in the absence of that statement, the facts would indicate Menasco has gone too far down the jet path to turn back. In addition to the recent contracts, AAF had previously put at least \$1,260,000 more into the company's expansion, and Menasco itself has last sheet \$130,000 in the bank. Another factor is Menasco's link with Lockheed.

Now for every such a development, it is principally framework, although Menasco has stated that as of May 31 manufacture of the engine was 88 per cent completed.

Against that speculative future, Menasco has some solid present prospects. Its big item at the moment is a hydraulic landing gear strut, which it began making in 1949. It claims that in this field it now trails only the Cleveland Passavant Tool Co. and Brooks Aviation Corp. Its backlog of orders for landing gear struts is roughly \$1,000,000, with 20 per cent from Lockheed, and 30 per cent from Douglas. Also apart is this picture of what Menasco admittedly has been infringing on a patent in making one type of landing gear strut. It is now trying to free itself from this situation, but if it were to be hit for full liability it would cost about \$225,000, against \$650,000 worth of orders for the strut in question.

**Backlog Detailed**—Second largest item in Menasco's backlog are orders for the "Electric-50" pressurized cabin aircraft, which total \$1,000,000. The company has made more than 30,000 of these since January, and is believed by a variety of material shortages.

Nearly \$500,000 of the backlog represents orders for a third prototype a hydraulic jack for aeronautic, automotive, industrial and railroad use. But here, one of its principal competitors is Alrangipac Co., a division of Lockheed.

To expand the backlog in these three products and wrangle away at



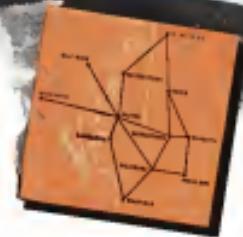
HUGHES BOAT TAKING SHAPE:

The game, eight-engined flying boat built by Howard Hughes' aircraft division is being assembled at a special dock at Long Beach, Calif. When it is completed, each fit in front of dock will be removed and the ship floated onto open water. (DKE photo)



### "War was never like this" . . . says NC 730

"I had it tough in the Army . . . Declared my plane, bought by Maryland Airlines, first of my type to be modified for commercial flight, gives a new pilot job . . . I used to work on July 20, 1945, on the Washington, D. C. Rebath, Del., which . . . made 7 round trips a day and 14,000 route miles in the first ten days—some with weather a pilot wouldn't like . . . The 200-hour check came every 7 days . . . None raw more than 3,000 hours, 125,000 route miles since August . . . War was never like this!"



economy, and easy, low cost maintenance—an one can find an engine better suited to small transport requirements than the Jacobs."

Such a need requires no elaboration . . . And now available is the improved version of the R-755-9—the Jacobs R-755A which delivers 35% more power with no increase in weight, consumes even less fuel and oil per hp-hour! Other new Jacobs engines—with many valuable innovations, designed to meet current and future maintenance requirements, both with basic statistics that assure continued prod. performance, dependability and economy . . . around the world waiting field . . . Jacobs Aircraft Engine Company, Division of Republic Industries, Inc.



**JACOBS**  
Division of Republic Industries, Inc.

• Pottstown, Pa.

8-18 months' less time that by April of this year had enough to serve more than 8378 passengers—which indicates a new lead for the fiscal year that ended June 30—is the job of John C. Lee who took over as president in Sept. 1944. Robert R. Miller, who has been executive vice president since 1942, and the 1,089-plus Minnesota employees.

## Pressure Chamber Will House Aircraft

Ending a two-year wait, North American Aviation, Inc., has received and started name a 75-ton refrigerated altitude chamber, built for research on development of aircraft components, especially engines, and capsules of reproducing tropical environments or Arctic blizzards.

Inside the huge steel cylinder, 23 ft. long and 17 ft. in diameter, test-cambers can create almost any climatic conditions, between temperature extremes of 105 degrees F. and minus 80 degrees. Humidity can also be controlled from desert aridity to fog, rain, sun, snow and sleet. Air densities at sea level and up to 100,000 ft. can be simulated.

The arrival of the test chamber permits the entire facilities of a factory, or large sections of transports or bombers, to be placed within for functional tests of entire systems. The chamber is insulated with nine inches of rock. The access end is closed by a 13 ft. 21-ton counter-balanced door containing



**Colder Insides** Entrance to North American Aviation, Inc.'s new refrigerated altitude chamber with its 23-ton, 17-ft.-diameter door that can act as an auxiliary chamber, is shown. Inside the test chamber, temperature ranges between 105 degrees F. and minus 80 degrees can be obtained.

an auxiliary altitude chamber or air lock which can be used independently without refrigeration for physiological work.

The "growing room" is equipped with six observation windows and eight access ports along the walls and is controlled from an instrument room at the side.

North American estimates the cost of building a fighter plane in the chamber at \$38 an hour, compared with \$90 to \$1,000 per actual flight hour.

An altitude chamber of a different type is now in use at Chassee Vought Aircraft division of Chance Vought Corp., the company has disclosed. This consists of two chambers, one above the other, with testing conducted in the lower. The upper cylinder is a cold air reservoir with cooling coils and fans for blowing air down into the test space.

## Canada Is Seeking Air Export Markets

Canadian converting DC-3s for long-haul 25% surplus planes will receive money.

Thoroughly schooled in the methods and benefits of foreign trade, it was outreach only by the U.S. during the war—and built-up by a sizable number of sensible surplus aircraft, Canada is out to earn a piece of the surplus export market.

During the war, Canada was an importer of all types of aircraft. During the war, it expanded and factories built new ones. Now, to use the aircraft producing facilities now disengaged from defense, and restricted domestically by a small population among other factors, Canada is looking outward for the means to keep its aviation industry plant alive.

Pending the compilation of new planes to take at every site the field is being cleared with surplus aircraft. The extent of this effort is shown by figures: as of the first of the month, Canada's War Assets Corp. had sold a total of 1,529 surplus planes. More than one-fourth, 388, have been sold outside Canada. The export figure, however, is not necessarily final, as Canadian companies are converting parts to take at every site the field is being cleared with surplus aircraft.

**Canadian Converting**—Canadian companies are either completing or have completed the sale of 10 DC-3s for foreign countries. Halsted, 23, Norway; three Swedes; seven, Belgians; four, Angol-

ians; Venezuela, three; France, nine; Montenegro, one; and two U.S. airlines. The Canadian's price is \$133,800 per plane.

Rushout aircraft sold outside Canada include Avro Avro bombers which were used as bomber, radio and navigation training planes during the war. These have been given mainly to airline operations in Central and South American countries. Avro Avro twin-engine flying boats have been sold to Canadian cargo services. Canadian Douglas Douglas have been sold to companies in South America, and to the Netherlands Government for its navy.

Some fighter planes such as Canadair Crusader have also been sold to private individuals or operators in the United States. Latest list shows a couple of Mosquitos sold to a Canadian company operating a West Indies transport service.

As far as new planes are concerned, the government's Canadian Ltd., at Montreal, has a lease to manufacture Douglas C-45 aircraft under license. It has 1200 H.P. Wright engines for its own aircraft, and is also allowed under its contract to sell aircraft in Great Britain and other parts of the British Commonwealth. This is a long term arrangement for the plant will be busy for some years with production for TCA and the RCAF.

**Building Cargo Wings**—Canadian Car & Foundry Ltd., Montreal, has built a prototype of the Burnelli City-Car, a small aircraft specially for use in Central and South America, while the aircraft is not yet in production, company is developing its export markets with the Burnelli and Moerdijk Netherlands, which it now makes as well. The Netherlands, designed for Canadian bush operations, is considered suitable for freighting.

With an eye to exports, primarily to Alaska, Leah Brimell, pioneer Canadian bush pilot, is manufacturing a Northwest Industries, Edmont, Bellanca aircraft under license, for sale in and outside Canada.

At Toronto the English firm, A. V. Roe, will manufacture Tudor II transports for the North American market in the plant that built Lancaster and Lancastrian bombers during the war. It will also build jet and gas turbine engines for Canadian and export markets. De Havilland Aircraft of Canada, Toronto, is building Fox Mail four-passenger aircraft to supply not only the Canadian market, but also to European firms from the parent company in Great Britain.

## Lightplane Makers Plan Mass Methods

Dispersion of production facilities is major trend in industry, substantiating incomes.

In their efforts to fulfill present demands and work toward attainment of a mass market, the lightplane manufacturing industry is moving rapidly toward adapting techniques proved successful in other mass consumer products, particularly the automotive industry.

One revealing trend in this direction is a continuing dispersal of production facilities which in the end simplifies distribution problems and decreases costs by putting final assembly closer to ultimate markets. Latest development in this direction is the naming of by Piper Aircraft Corp., Lees, Haven, for a site at Pocca City, Okla.

**New Piper Plant**—The new Piper plant will be at the former Darr School of Aeronautics, used during the war as a training base for African Army Flying Officers. Handel Johnson, Piper representative, who signed a contract with the city of Pocca, stated the new plant will employ about 1,000 persons.

Piper is the second large lightplane manufacturer in several weeks to eye Oklahoma as the site of an auxiliary plant. Taylorcraft Aviation Corp., Allentown, Penn., announced previously that it was investigating as part of the former Douglas plant at Tulsa. Taylorcraft would also like an additional plant in California (AVIATION NEWS, July 11).

Development of subsidiary plants under subcontracting and more reliance upon their own, either than upon bare, supply system, is manifest throughout the lightplane industry. Avco, Avco Aircraft Corp., Middlebury, Ohio, has final assembly for its two-place Chief at Vandalia, about 38 miles away. Avco also has subcontracted work to Curtiss-Wright Corp's Coopers plant.

**Curtiss-Wright Parts**—For Avco, C-W is manufacturing ribs, nose bowls, doors, wheel parts, instrument panels, seats and chandels. These parts are trucked daily to the Vandalia plant.

Piper has begun what is believed to be another innovation by using its own aircraft to assure a steady flow of some scarce supply items. Some of the items so delivered are small hardware such as screws, and instruments, particularly the tach-



**STENSON SOUNDPROOFING**

One of the last soundproofing jobs at lightplanes is accomplished on the Stinson Voyager 100 by using Fiberglas blankets such as shown here. The insulation adds less than three lbs. weight to the airplane. A Fiberglas pad also covers the metal frame at the front of the cabin, and Fiberglas is glued to the back of interior panels.

motor, which have been in storage for several months.

In a Piper Club, part from a supplier in Michigan can be brought in to Lakewood in four hours. The surface surface transportation may take three or four days before the shipment reaches the plant.

While Piper officials contend this is not the only economic way to have supplies shipped, they point out that the cost is negligible when figures against a loss of about \$100,000 if production is closed down for two days for lack of parts.

## WAA Authorizing Direct Sales of Aeronautical Tools

War Assets Administration has authorized buying agencies to make direct sales of special aeronautical tooling in surplus planes to the contractors who operated the planes in wartime.

This program was made right after the end of the war, with the industry particularly anxious to get tools applicable to, for example, construction of transports. War Assets preference agencies have agreed to buy the tools, which are part of the plane and had to be taken with the plane. If the contractor would not exercise his option to acquire the plane, he couldn't get the tooling.

By one device or another, however, the industry managed to get the bulk of equipment necessary. The present action of WAA will completely eliminate the problem which has been created by inexperience for some time.

## New SAE Manual

Claimed to be the first coordinated effort toward establishing standardized drafting practices in the aircraft industry, the Society of Automotive Engineers has released an "Aeronautical Drafting Manual." The manual is the result of an SAE committee which was formed more than a year ago and has been headed by Otto F. Karcher of American Airlines. It was prepared by 34 leading aeronautical engineers. The committee will continue to function to keep the manual abreast of developments in jet propulsion, gas turbines and rocket power.

## Maxon Buys Firm

W. L. Marston Corp., New York City, manufacturers of dental for use on planes in preparing Maxon models, has bought the W. W. Marston Products Inc., of Cincinnati, Ohio. One of prime objectives of the acquisition was to assure a supply of fractional horsepower motors for Maxon's needs.



## Now, TACA comes to North America

The CAB has just granted a foreign air carrier permit to TACA de Colombia... between Bogota and Miami... via Jamaica and Cuba. Schedules to be announced later.

TACA AIRWAYS AGENCY, INC.  
MIAMI — NEW YORK — WASHINGTON, D. C.



TACA AIRWAYS System



TACA serves the Americas

**A**nnouncement of this new route means that an inter-American partnership, successfully operating for 12 years in Central and South America and the Caribbean, now becomes increasingly and truly national. The TACA network has now entered into the United States. TACA Airways now offers a transpacific network bringing Latin America to your doorstep. The beautiful lands of our neighbor may be reached within a few hours. The best way for neighbors to become good neighbors is simply by visiting one another. To help you do that, with the assistance in comfort and convenience, the facilities of Latin America's greatest airline system—TACA—are at your disposal.

*Malone*  
Fonda

## SPECIAL AIR SERVICES

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### INTRASTATE

## Miami Non-Scheduled Operators Organize to Combat Restrictions

Contract Air Carriers Association formed for battle against CAB rules and airport discrimination; charge excessive fees.

Twenty non-scheduled airlines in the Miami area have incorporated the Contract Air Carriers Association with the immediate two-fold purpose of combatting restrictive regulations by CAB and obtaining equal rights with established carriers at Miami International Airport.

A delegation from the group already has spent more than a week in Washington where it is cooperating with representatives of the Military Pilots' Association in bringing its case against CAB policies to the attention of Congress, the Executive Departments, and high-ranking Army and Navy officials. Special effort has been made to gain the ear of influential members of the Senate's Small Business and Commerce Committees and the House's Small Business and Foreign Commerce Committees.

**First Petition**—CACA is asking postponement of CAB's proposed Amendment No. 3 of Section 3821 of the Economic Readjustment Bill. Doctor 1951 (Convergation of non-scheduled air services) as re-opened and resubmitted. The group contends that imposition of the restrictions in Amendment No. 3 cannot be justified until sufficient facts and figures can be had to determine the economic value of non-scheduled carriers.

In a timely legal dispute with Miami's Delta Coast Port Authority, CACA asserts the charter items are paying two-thirds of the International Airport's operating costs while the four certificated carriers—U.S.A. National, Eastern and Delta—are receiving favored treatment. Profits now being piled up by the port authority largely through high fees imposed on non-scheduled and foreign carriers will enable the authority to turn a surplus back to the certificated airlines through reduced charges on the next fiscal year, CACA states.

Among the airport fees paid by non-scheduled operators which CACA wants reduced are charges of

\$6.50—Miami—New York operations, carrying both passengers and freight. Much of the cargo is kid glove material and certain fabrics which can be found in San Juan, made into the finished product, and flown back at a saving on production costs because of the sharp wage differential between New York and Puerto Rico.

In addition to Universal Airlines (four C-47s and two Lockheed), American Air Export and Import (seven C-47s) and Caribbean American Airlines (two C-47s) are three on charter. A fourth CACA member has not yet selected but is expected.

**Other Members**—Mohawk Air Transport Service, Inc., Robert Nestenoff, pres., (three C-47s); Trans-Tropic Airlines, Inc., Roger Caskey, pres., (three C-47s); Intercontinental Air Transport Co., Walter Stennell, pres., (three C-47s and two Lockheed Lodusters); Starline, Inc., Len Hiroki, pres., (three C-47s); Carter Airway, Inc., Charles A. Carroll, president of American Air Export and Import Co., and treasurer is William Hutchins, president of Caribbean American Lines, Inc. E. B. Brice, secretary, is associated with Philip Head Insurance Agency, Miami.

The 20 members of the association have 30 DC-3s or C-47s, four C-54s, one C-66 and eight Lockheed Lodusters based at Miami. Most of the carriers are engaged in



**Miami Carriers Organize** Formed to tackle local and national problems confronting non-scheduled airlines in the Miami area, the Contract Air Carriers Association had 26 members at the time of its incorporation that month. With Emil Cheate, counsel for the organization (seated), are, left to right, E. B. Brice, secretary; William Hutchins, treasurer; John N. Tandell, president; and Charles A. Carroll, vice-president and chairman of the executive committee.





## Fairy-tale come true

"This is my magic carpet that takes me high in the sky. I can see the whole world... cities and harbors, farms and villages!"

Flying is fun for children and parents alike—in the new Boeing Stratocruiser, soon to be flying the world's airways. There's plenty of room in the big seats and spacious lower-deck lounge. Hot, tempting meals from the modern galley further add to the pleasure of your trip.

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Efficient performance and operating economy contribute to the lower fares which are bringing us broad within the reach of all.



Part of the cargo compartment area  
of the Stratocruiser

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STRATOCRUISER

The Stratocruiser's unequalled speed, comfort and reliability will soon be available on these forward-looking airlines—Pan American World Airways, Swedish International.

Aer Lingus, Merchant Airlines, American Overseas Airlines—for which Boeing is building fleets of these super-jets.

AVIATION NEWS • July 29, 1946

## Airlines Study CAB Overseas Mail Rate

75 cents per mile for proposed far Trans-Atlantic air mail, as Board sees lowest weight-mile basis.

During the 60-day period allowed for written comment, TWA, American Overseas Airlines, and Pan American Airlines will study CAB's short-term findings of last week, proposing a fee for carrying overseas air mail per mile for Transatlantic air mail.

Probably none of the three will protest the rate. The airfar would prevent them to collect back pay for months of service since the War and give them compensation revenue, without prejudice to determination of a "permanent" rate, which will be retroactive to the date service began.

► **Moves to New Base**—In making these orders the Board moves to place U. S. overseas mail pay on a weight-mile basis, as it did in setting 40 cents per ton-mile on the "but not more" basis last year.

The weight-mile basis is part of a long-term effort by CAB to segregate the cost of air mail handling and transport service from

non-mail services. The only equitable means of paying mail air transport, and of fairness and pay as a subsidy when necessary, in the Board's opinion, is segregation of costs and earnings.

As a basis for negotiating air mail rates, CAB has selected minimum and operating cost of U. S. non-mail services in addition to two-mile air mail-and services. From this beginning, CAB will explore a formula for paying overseas mail carriers on a strictly "service" basis. In cases where "used" subsidies are necessary, actual service cost will still be kept.

► **Board—TWA, Pan American, and PAA as the Atlantic, set \$1.50 per ton-mile back pay for services during 1946 when equipment was scarce, volume small, and many non-mail-carrying costs were met.**

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► **Cost-Plus Out**—"Under no circumstances," says CAB, "will the mail rate be determined as a cost plus rate, or a rate plus a percentage plus increments are necessary, the figures behind them will be revealed.

For the first time in the history of rate decisions, CAB has laid open the operations the carriers have made at hearings on their applications. The Board told all three in the case, as rate values, the cost and earnings estimates they presented at the North Atlantic case hearings—estimates not nearly realized to date.

## Eastern Airlines Crash Stirs New Fire Guards

Extensive new safeguards against transport plane fires similar to that which caused the crash of an Eastern Airlines DC-3 near Florence, S. C., last Sunday, are being proposed by Civil Air Regulation in the near future, according to CAB.

Opposition of additional precautions against fires in flight has been pointed up by public and Congressional concern over the recent Canadian accidents at Wilmette, Ill., Ottawa, and Reading, Pa. While the new regulations will stem from previous investigations and proposals circulated in the industry some time ago, observers say the latest efforts will stiffen the present laws and enforce the time which the airlines will have to comply.

Reporting on the EAL accident, which killed 18 passengers and three crew members, CAB found that the probable cause was fire in undetermined origin in the rear cargo compartment or lavatory which prevented the pilot from reaching the aircraft long enough to effect a landing.

The investigation of this accident and previous records of fire in flight caused the Board to conclude that:

1) All DC-3 passenger equipment is not provided with adequate access to the baggage compartment from the cabin.

2) Maximum safety in flight requires the installation of fire detecting equipment in the cargo compartment.

3) Use of paper lunch and sleeping accommodations in flight constitutes a fire hazard.

4) Further emphasis must be placed on aircraft design on the



AA AT TULSA:

All types of maintenance except engine overhaul will be handled at American Airlines' new maintenance depot at Tulsa, Okla., a municipal airport. Each of the four bays, rate of a former government modification center, has 5,000 sq ft of floor space. Officials estimate that within two years 3,200 to 4,000 men and women will be working at the depot, which now employs more than 300.

TRANSPORT — 29

use of non-combustible materials in cabin lining, road-grounding and water containers.

3) Carbon dioxide fire extinguishers (which in the accident apparently were used without success) are not adequate for all types of fire.

## UAL Asks Chicago 'Copter Mail Route

First scheduled airline to make a bid for the helicopter airmail service, the Post Office Department believes it is feasible for U. S. airmail operations to be United Air Lines, which has asked CAB for a certificate in Chicago's name.

United would pay five cents per kilogramme for airmail service, if CAB grants the five routes requested. While the operation would experience with unusual only at the outset, President W. A. Peterson says his service might mean an airmail extension to passengers and cargo, and perhaps the establishment of helicopter operations in other "key cities" as United's stress-continued.

The routes sought in the Chicago area would total more than 111 miles and serve 37 communities. One would go between Chicago residential airport and the Chicago Post Office, another between the airport and DuPage, via eight intermediate points, the third to Elgin, via eight points; the fourth to Joliet, via seven points, and the



**UAL Helicopter Bid.** There are the routes out of Chicago requested of CAB by United Air Lines for helicopter operation.

5th to Gary, via five points. Population of the communities to be served, not including Chicago, would run to a total of nearly a million.

The helicopters would connect with flights of the 18 airlines serving Chicago airports. Just where the craft would land in each city and the other points proposed haven't been decided, but United doesn't expect this to be much of a problem in view of their small landing space requirements.

To illustrate how unusual between the communities and cities throughout the U. S. would be expected, the current claim that airmail arriving at Chicago airport requires about as long and three quarters to reach Evansville by truck and railroad, while by helicopter the trip would take about 18 minutes and letters would meet the first morning delivery.

## CAB Will Reopen Limited Latin American Route Case

Long-stand reasoning of the Latin American case to determine the need for additional airmail services between eastern U. S. and the Canal Zone via West Indies was summarized recently by CAB. The Board will hear arguments and give recommendations to the associations of Colonial Airlines, Eastern Air Lines and National Airlines for this operation.

At the same time, CAB will reconsider the application of Pan American Airways for service to Curacao, N. W. I., as Miami-Curacao route, and to Hawaii as an extension of the Honolulu-Kona and Honolulu-Kona-Barbados segments of Waterman Steamship Corp., Moore-McCormack Lines and American Overseas Airlines for re-consideration of their applications were denied.

## Hearing Scheduled

Bearing in the Arizona-New Mexico case, last of 12 regional route proceedings, will be held in Albuquerque, N. Mex., Aug. 12, CAB announced.

## Trans-Canada Expands

Further expansion of Trans-Canada Air Lines' service to the U. S. is due during Aug. 1 when the carrier will begin operations from Toronto to Cleveland with three DC-3 flights daily. TCA gained the first of five recently-awarded international routes July 1 when a

Toronto-Chicago link was established. President H. J. Syrington states that the remaining three U. S.-Canadian routes granted his company by CAB last month—Victoria, B. C., to Seattle; Port Arthur, Ont., to Duluth; and Hollister, N. S., to Houston—are to be opened by fall.

## United Files Cargo Rates With New Low

Lowest freight rate for the volume shipments you proposed by a scheduled carrier our carrier was cleared by United Air Lines recently for filing a tariff with CAB. Coming in effect on date of Aug. 15, the UAL rates go as low as 15¢ cents a pound (around 15¢ cents a ton-mile) on shipments of 16,000 lbs. across the country, according to Harold Clegg, vice-president in charge of traffic and rates.

The new volume rates is especially suited to the DC-4. Carriers are carrying night-time payloads which UAL expects to have in operation shortly. No change was made in existing rates on stopovers to and from New York.

A further reduction in tariff is a provision to allow a shipper the volume rates on the total percentage of individual shipments made in any 24-hour period. Under the new rates shipper can send 16,000 lbs. from Chicago to New York for \$8.89 a 100 lbs. or a 7,500-lb. shipment for \$5.77 a 100 lbs., and by 1,000 lbs. from New York to the West Coast for \$8.54 a 100 lbs.

## TWA Wins Labor Battle To Represent Mechanics

Winning victory over three other unions in an election conducted by the National Mechanics Board, the Transport Workers Union (TWU) is prepared to negotiate a contract with American Airlines covering 3,000 mechanics.

The poll between July 1 and 13 had these results: TWA (10), 1,811; Am. Canver Mechanics Association (Ind.), 657; United Automobile Workers (UAW), 142, and International Association of Machinists (Ind.), 12. The ACMA is a new independent union which has been receiving counsel from the Am. Line Pilots Association (ALPA). The UAW was defeated in efforts to prevent the election when officials and members of the NMB informed the carrier's personnel to transfer from Newark Airport to Newark. Ships were moved to Massa and Panama. The planes carried 35 passengers and a cargo of replacement parts and machinery. (Atomic photo.)

## 'Iron Curtain' Block To PAA Stirs Ruling

CAB airmail monopoly was in Naples as permit by-passing Italian to much leased.

Important amendments to Pan American Airways' trans-Atlantic certificate were authorized by CAB last week coincident with Board action to make early extension of the carrier's route to London and Vienna to Turkey, Iran and India. CAB instead, to grant PAA requests which would have changed the route pattern covered in the North Atlantic route options last year.

Observing that there is no immediate prospect of obtaining operating rights through southeastern Europe to Istanbul, Turkey, and beyond, the Board designated Naples, Italy, as an intermediate point for one year. PAA, viewing Europe as a "soft curtain" in the Balkans as a long-term goal, had argued that it must serve both Italy and Greece. Greece now served by TWA in order to operate effectively south of the Soviet sphere.

The Board refused to remove certificate provisions which require PAA's operations in the United



## FOR YOUNG EMIGRANTS

This flying nursery, despite such passage, toys and stationery, was installed in a Latin American language school. Cardinal Wright Committee then recruited current students and children of the carrier's personnel to transfer from Newark Airport to Guatemala. Ships were moved to Massa and Panama. The planes carried 35 passengers and a cargo of replacement parts and machinery. (Atomic photo.)



## AERIAL FACSIMILE

First test of radio facsimile in a commercial plane was conducted in New York recently when this machine showed a PCA map on the ground printed as experimental four-colors copy, relayed over the Pan Am Fassende system from a southbound broadcast station. Air traffic controller at LaGuardia Field presented an in-flight test. Left to right are W. H. Fowle, technical engineer, and Richard E. Pei, eastern region PCA manager.

have been set up with 38-unit equipment to permit two-way VHF radio voice communication using a frequency of 122.3 megacycles. High-frequency equipment used in the past is being returned as an alternate with Glomex.

## Air Computer Services Recommended by Examiner

Certification of Air Consulting Inc., to provide usage airport-terminal, airport-airport downtown Manhattan and Manhattan suburban services in the New York metropolitan area was recommended recently by CAB Examiner Charles J. Fiedrich and Joseph L. Piatassano.

The three distinct types of airport-terminal, airport-airport, daylight-extended coverage of personnel and property, but no night, would be authorized as an equipment on a temporary three-year basis. Air Consulting plans to institute the airport-airport service with DC-3 or comparable equipment and to use the twin-engine Grumman Midland amphibian in the other operations.

Recently awarded from the Middle Atlantic area route case, Air Consulting's application is being given separate consideration by CAB Examiner recommended.

Eastern Airlines bases at the foot of West Street, between West and East Street and East River, New York City, on the one hand and Newark Airport, La Guardia Airport, and New Haven Airport (Chittenden, Vt.) and West



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Summit County Airport, on the other 2½ hours west of the following several hours in a day. The route is via La Grange, Winchester County, New-  
port News, and Roanoke. The two  
newer three-engine aircrafts have  
the following route: Atlanta—New-  
Orleans—Birmingham—Montgomery—  
Mobile—Tampa—Orlando—Orlando—  
Tampa—Atlanta. The Atlanta—  
Montgomery—Mobile—Tampa route  
is the shortest and most direct route  
between Atlanta and Tampa.

### Summit Airways Plans Western Service in Fall

President G. J. Farber of Summit Airways, Inc., of Laramie, Wyo., says the carrier hopes to start service by November on the road to be granted it by CAB last March. Using the 1000-mile line will be one round trip a day, with a stopover on the way, a stopover at the 180-mile distance, Utah, Wyoming and Colorado cities it is authorized to serve, 13 of which are in Wyoming.

The route goes in with through air service at Salt Lake City, Denver,

Billings, Mont., and Cheyenne, and connects to Denver and Salt Lake City with the routes of Ray Wilcox's Mississ. Air Lines of Denver, which has a CAB permit for a feeder route as far south as Albuquerque. Summit's eastern segment from Denver to Billings in general parallels that of Western Air Lines' Inland division, although the latter serves only four cities at which Summit will stop.

### SHORTLINES

• **Air America** Aviatrix air-picketing devices have been patented in 13 countries, including the U.S. Twelve have been issued patents in use of a system to absorb shock and time delay mechanisms controlling blade rotation. Three more have been granted patents on the system.

• **American** has bought the 124-room, seven-story Bradford Hotel in Tulsa, previously under 10-year lease as a stewardess training school. The hotel will be run by the Life Insurance Co. of Virginia for a reported \$100,000 per month. The hotel is located on 10th Street in Tulsa, and the Life Insurance Co. of Virginia recently acquired its 100,000-square-foot office building on 10th Street. The Life Insurance Co. of Virginia is the largest airline terminal outside of New York.

• **American** profit before taxes was \$111,361.

• **Pan American** reports continued upward trends in air travel between Seattle and Alaska. Jet passengers were up 10 percent in June, and the airline's Alaska passengers are up 10 percent.

• **Chicago and Southern** has announced, at least temporarily, plans to move top executive offices to Chicago. New Caribbean routes mean a large part of the company's operations will be much of its present headquarters and maintenance shop in Memphis. Chicago is target date for inauguration of Caribbean service. Company of

late recently made a survey trip over part of the new route.

• **Colonial** passenger load for the first half of this year was 85 percent above the same period a year ago. Passenger load for the first six months was up 44 percent. During the six months, 66,000 passengers flew 10,000,737 passenger miles.

• **Eastern** will begin transfer of its trans-Atlantic routes from Houston to New Orleans when office space can be obtained.

• **Mid-Continent**'s net income for May was \$30,450, against \$14,448 a year ago. On-plane revenues, \$459,000, were up 46 percent.

• **National** announced plans for a \$1,100,000 aircraft terminal and transportation center at its new terminal at the Miami Beach Airport and hotel and office complex. Company expects it to house the largest aircraft terminal outside of New York.

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# Balance



**EXPERTS** here said that Air Transport is more likely than not to increase—meaning that Air Transport is permanently sensitive to cost reductions, to engineering developments, to training and personnel legislation—or to constant change on a thousand ways.

To understand and anticipate our airline's problems, alert CAB people are ready to guide you in.

### CAB SCHEDULE

July 10. Rule 10, as to minimum cabin crew, will be effective July 10.

July 10. Continuing evidence on TCM Rule 10, as to minimum cabin crew, will be effective July 10.

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McGRAW-HILL BOOKS, NEW YORK, N.Y.

## Miami's Bumbling Port Authority

**D**ISGRACED and double-paid politicians are strangling aviation in Miami and rendering not only local tax-paying aviation industries but the suffering public as well. This is an effort to isolate people throughout the country, who are heading from coast to coast, from the rest of the world, and to prevent the natural mechanism of evolution. By doing otherwise, the local publications have proved the truth about Miami. Other than on the subject are carried in the Special Air Services section of today's *News*.

Last Fall the legislature passed through the Port Authority Law, creating a group of politicians, apolitical from the public, who have complete control in their areas over all harbor and waterway dredging, airports, aircraft, seaplane bases, fixed base operators, ships, and other aviation activities.

Members of the Dade County Port Authority know nothing about aviation; they pointed out that any man who did might be banished. Actually, that is the Miami attitude toward aviation in general. Commercial aviation is supposed to be free from politics. Aviation is dead, not tapped for services. Each member of the Authority receives an added pay check for his services on the Authority, as well as pay from the Commission. And a port director was added to the payroll, too.

With these hindering expenses, it was no great surprise that the 1960 budget was excessive for system set up by the Authority. From the public opinion, they seemed a yearly gain, plus a surcharge by a professional manager of the field and facilities. This is no addition to the normal business tax on inventory, equipment, and the like. Although some operators long ago paid the proper business certificates or permits have not been issued by the Authority.

The 5th St. Airport was acquired by the county from The American Airways. The Authority ordered landing fees ranging from \$0.50 per plane to \$17.50 plus a charge for each passenger and outgoing passenger. All in addition to the regular charges for office, hangar, and counter space at an airport with facilities as inadequate as those at the 5th St. Airport. The 5th St. Airport is a leased and leased out operated by the Army for its own property.

Traffic conditions are beyond comprehension. Some Army activity is continuing. Blacked roads over a narrow, where a taxi once left a strip but now one night a 10-ton transport piled barely over it in Miami. A small plane through a small hole. In the very tightest room with for FAA's 1000, 18 years ago, 2000 of six major truck lines and numerous unscrupulously service men, all landing while operating planes, some through jagged windows and dimensions, to try to get service in a dead-end restaurant. But the Port Authority cannot be blamed, because when the one recently permanent board on the board is the extent it brings room visitors to the pig tails.

Greater Miami, through no effort of the politicians, has more air space than most cities. Miami has none, significantly, only response bases. Dade County has 16 control-free areas. Where, exactly, these private bases are, no one knows. Coast Guard, these private. All of the facilities are inadequate.

Two new fields are contemplated, one to be built and owned by the money. All existing fields except 5th St. are remote—from 10 to 30 miles from downtown

Miami. None has sufficient longer space or other facilities.

Private managers are eager to improve facilities so far that efforts have been hampered by the Port Authority, which has some kind of "over self" plan which would put county controlled airports in the best locations.

One operator even bought property, and moved construction materials to the site, but was blocked by the Authority. It kindly "disapproved" the location. Yet shortly afterward the owner bought a tract within two miles and has already started what the commissioners called "a major construction project." The operator is in competition with other struggling operators. Private pilots have two cents a square foot, day or night on this landing strip, if they bring their own planes, and have a complete free house name.

Aviation News month ago described opposition of several Miamians to a new Miami airport, a project between Miami and Miami Beach, on 14000 ft. strip, runway range, a night base, and hangars for 500 planes. The land city fathers refused to release the area, and a court fight is on.

Another aviation enterprise, long established in Miami, is compelled to operate on borrowed space. One of its buildings now lies in the takeoff path of the 5th St. for tree recovery. The other field, "only" 50 miles from Miami, was formerly used by the Army. It is now subject to the whims of the county politicians, who refuse from one day to the next to give any guarantee of future use. The operator naturally is not able to even an expense account.

The same operator operates a seaplane base on Miami property. The lease was canceled as of July 1, and neither city nor county will approve any alternate location for this operator, despite the hundreds of miles of shore frontage in the area. Thus goes gleaming the only well-located hangar in the community, with the future uncertain, and the operator uncertain of his future.

The Coast Guard base at Dade Key is now a non-consideration for a private base, but the location is open to wide expansion of water and is not suitable for small planes unless a high-speed air bath.

The situation is similar in other cities, but controlled by the state, and it stands. It can be service, or may stop without being cut. It is subject to the same changes caused by Miami Harbor and is dangerous for students and navigation.

The breakdown of the airlines, the private operator and aircraft owner, and plane owner in Miami are multiplying, and the future is uncertain. The only certainty everywhere as long as Miami aviation is dictated by a ring of politicians without a thought in the world for public service.

The only possible bright spot in the recent appointment by the state of an aviation supervisor, whose duties are to be a pilot and aviation law definition. It can be an important job and a valuable C. I. position, but only pilots will have the necessary respect of a non-politician in fighting the dictatorial tactics of the Miami crew. He will submit his findings to the governor and he will have a great story to tell. We hope the report is made public. Miami citizens should hear it, and demand that aviation be given the opportunity to grow like any other industry.

ROBERT H. STONE

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